Representative Mann, the republican leader, is opposed to the Adamson bill. Other republicans have announced their intention to vote against it, but there has been no minority conference on the subject and no strong concerted opposition is looked for.

Postmaster General Burleson, who participated in conferences with President Wilson, expressed confidence that the legislation would be put through both house. th houses.
"All those at the President's confer-

e were agreed upon such a bill." he
d. "I don't see how either side of
controversy could attempt to ope it in the face of the threatened in-

#### Railroads Still Preparing.

Nothwithstanding what was considered a more hopeful outlook for avert ing a strike, railroad officials were ac tively preparing today to keep their lines in operation at all costs. They indicated a belief that all necessary freight and a somewhat curtailed pas-senger service would be maintained.

One of the most drastic steps contemplated by any southern road was in dicated in an announcement by the Central of Georgia that 7,700 mer would be thrown out of work in the would be thrown out of work in the event of a strike. In addition to closing the road's shops, employing 1,700 men, the reductions would include employes of the creosoting plant in Macous, laborers at the Savannah terminals, section and bridge gangs and telegraph operators.

## On Advice of President. Senate Will Concentrate on Eight-Hour Legislation

President Wilson went from the White House to the Capitol shortly after 9 o'clock this morning to see that everything possible was done to speed up strike legislation. The President explained his presence at the Capitol by saying:

"I am just keeping the threads to

Majority Leader Kern was the first confer with Mr. Wilson. Senator Tag-gart, the next member found, said he thought the needed legislation could be passed by the Senate some time tonight.

#### An Hour at Capitol.

President Wilson spent almost an hour conferring with democratic members and then returned to the White

He left the Capitol after his conference with Senator Kern, upon learning from Senator Newlands that the Senate eight-hour bill would not be ready for introduction before noon.

Definite abandonment of the plan to attach railroad strike legislation to

attach railroad strike legislation to
the pending bill to enlarge the interstate commerce commission was agreed
to by the Interstate commerce committee when it met this morning to perfect an eight-hour bill and decide on
the scope of railroad legislation to be
presented at this time.
This necessitated the drafting of an
entirely new bill.
When the Senate convened at 10
o'clock it was almost immediately re-

ck it was almost immediately re-ed until 1 p.m. to allow the interstate commerce committee time to continue its work and to permit the republican members to confer on the proposed railroad legislation. Senator Simmons of North Carolina offered the recess motion. He explained that the interstate commerce committee had been unable to complete drafting the eight-hour bill, and would not have it completed before 1 o'clock.

The republican members had agreed senator said, he believed the railroad legislation would be completed and the Senate then would give it considera-

Majority Leader Kern said, after the President's visit, that the democrats would concentrate on the eight-hour bill and put over the rest of the rail-road legislation until next week. Pending the decision of the republican conterence, democratic leaders did not know how this program will be recently the rest of the senate. Many of them

Some members were seriously in-clined to the conviction that such defi-aite direction regarding the rate ques-tion would provoke opposition in the senate from progressive resulting

more tomorrow and sooner or later five the increase."
Some members were seriously inclined to the conviction that such dention would provide opposition in the semants from progressive republicant making the proposed legislation would avert the strike or even postpone it. "We will not show the said the same powerful organizations was considering including the radical provision of empowering the horizontal strike or even postpone it. "We will have to do this some interstate commerce commission to fix the commerce commission to fix the additional strike or even postpone it." "He said the same powerful organization would prevent future strikes also was considering including the radical provision of empowering the horizontal strike or even postpone or avert a strike." "He said the same powerful organization would be commerce commission to fix the radical provision of empowering the horizontal strike or location will be book at the same powerful organization would be commerced to this some to the said. The Nevada senator also was willing slight-hour bill several feaculate in the proposed amendment to the said the same powerful organization and the same powerf

Enactment of the proposed eight-hour egislation by tomorrow night was preicted by Senator Kern, the democratic 
eader. He said he was confident the 
rouble would be sufficiently composed 
by that time to avert the strike fixed oof of his belief, the sanator

#### PRESIDENT AND CONGRESS LEADERS PLAN FINAL STEPS NECESSARY TO AVERT STRIKE

Brotherhood officials, through A. B. Garretson, have agreed to accept the Adamson eight-hour bill, already approved by the President and favorably reported to the House this morning, to be voted upon under a special rule before 4:30 o'clock this afternoon, as a basis for calling off the strike; but not until it is actually a law.

Adamson bill changed to conform to Senate measure making operation effective January 1 for eight-hour day.

President Wilson, leaving Washington at 3 o'clock today, has arranged for a special messenger to take the measure to avert a strike to Shadow Lawn as soon as it has passed Congress and he will sign it there.

Following a visit of A. B. Garretson, spokesman for the brotherhoods, to the White House today, officials indicated that the administration expects the strike to be called off before Sunday morning.

President Wilson, in conference at the Capitol for more than an hour today with Senate leaders, leaving when Senate adjourned until I o'clock that the interstate commerce committee might have time to draft an eight-hour bill similar to the Adamson bill, and that republicans might confer on the proposed

legislation. Speaker Clark believes passage of strike legislation by tomorrow midnight means adjournment of Congress by Wednes-

Senate republicans, after conference, promise that there will be a vote on the eight-hour-day bill tomorrow, and that they will not filibuster upon it. A committee decided not to draft legislation to be offered as a substitute measure.

With provision authorizing the interstate commerce commission to fix schedule of wages on railroads, the Senate committee favorably reported the eight-hour day bill.

member of the Senate found. He went immediately to the President's office to confer with Mr. Wilson. Senator Taglesiation. He said he could not tell what his attitude toward the pending bills would be until he had investigated them.

#### Senate Awaiting Bill.

When the Senate reconvened at 1 o'clock the reprint of the committee eight-hour bill, amended to give the interstate commerce commission authority to fix wages and hours of service after an investigation of six months or a year, had not arrived.

Senator Jones of Washington began a political speech on civil service while dministration leaders were waiting.

### Adamson Bill Before House Under Rule Which Provides for a Vote This Afternoon

The Adamson bill was favorably reported today by the House interstate commerce committee, which amended he bill so as to make the eight-hour provisions take effect January 1 next, instead of December 1, and so as to exempt electric railways from the provisions of the bill. The bill was immediately reported to

the House, which met at 11 o'clock. members of which. Representatives Harison, Mississippi, and Garrett, Tennes-The republican members had agreed to hold a conference on the railroad situation at 10 o'clock, Senator Simmons said. It was desired that they be given opportunity to meet while the Senate was in recess. By 1 o'clock, the senator said, he believed the railroad afternoon. Members of the rules committee said that under this rule the bill should be discovered to the senator said. should be disposed of by the House shortly after 5 o'clock this afternoon. Democratic Leader Kitchin called up the Adamson bill. "I ask unanimous the Adamson bill. "I ask unanimous consent for its immediate considera-tion," said Mr. Kitchin. "I object," snapped Republican Leader

# Special Rule Brought In

know how this program will be regarded in the Senate. Many of them felt there would be little disposition to fillbuster against the eight-hour bill in view of the present situation.

The Senate committee determined that there was too much opposition to that there was too much opposition to the "enlargement" bill to risk attaching it to the emergency legislation. When it met, following President Wilson's early morning conference with Senator Newlands, the committee had voted only to report an eight-hour bill with provision for creation of an eight-hour day commission to investigate its effect on railroad revenues, but the senfect on revenue the revenue the senfect of the

Attitude of Committee.

As the matter stood this morning, the committee had agreed that the commission should "consider an increase in freight rates to meet such additional expenditures by the railroads affected as may have been rendered necessary by the adoption of the eight-hour day, and which have not been offset by adiand which have not been offset by adiance where the proposed instify instify

said President was care things than strikes," said Mr. Bennet, "and one of the destruction of the American system of government." Mr. Bennet declared "the proposed legislation is the worst blow that organized labor ever had." "I don't propose, for one, to cast my vote with a pistal at my head." He said he was against the bill because it was revolutionary. "If you fix the pay of 400,000 men today, you've got to fix the pay of 2,000,000 men today, you've got to fix the pay of 2,000,000 more tomorrow and sooner or later fix the man who works now ten hours a day for \$10.00 will get \$12.50 for ten hours work, and there is no limitation as to how many hours he may work."

\*\*When this bill becomes law," he said for \$10.00 will get \$12.50 for ten hours work, and there is no limitation as to how many hours he may work."

\*\*There are worse things than strikes."

"There are worse th

democrat, said he was glad the reneible democracy of the country was standing sponsor for an eighthour day for the workingman.

Representative Borland of Missouri, democrat, urged passage of the bill. "Railroading is the one business institution in the United States that is guaranteed a fixed return on capital invested. The workingmen have no guarantee whatever."

republican, amid applause on the den republican, amid appliause on the dan-cratic side announced he expected to vote for the bill, because with the ex-isting emergency "we have the chance of voting blindly or bringing about a of voting blindly or bringing about a strike." He said he was "not going to vote for it as a measure of justice to the railroad employes, because nobody knows whether it is a measure of justice." He said that without investigation. tion of the facts Congress does not know whether greater compensation for the employes is just, although he has been a lifelong champion of labor.

## Holds President Responsible.

"Who is responsible for this awful ondition?" demanded Mr. Lenroot. One who must bear the responsibility s the President of the United States. He says he has known about it for

Mr. Lenroot sald the employes themselves must recognize some obligations to the public. They must realize that 2,000,000 or more children might die as 2,000,000 or more children might die as the result of the cutting off of the supply of milk by a strike. He said "the time is coming when the sovereign authority of the United States will be compelled to prevent concerted action to enforce a demand prior to investigation by an impartial tribunal." He insisted the employes should not forget their obligations, nor the public forget the obligations of the railroads to the employes. He decried hasty legislation.

Representative Adamson praised the President's stand in the strike. He said the substantial feature of the bill is the establishment of the eight-hour law and the consideration of other adequate legislation to come up later on.

The rule was adopted without a record vote, though on a viva voce vote there was some opposition on the republican/side. The general debate on the bill itself then began, with Representative Garrett of Tennessee presiding.

# Mr. Adamson Explains Bill.

Representative Adamson explained the bill and the strike situation. He said the American people demand that Congress enact this legislation to avert a strike. "In the case of people operating trains," he said, "the eight-hour law is right in the interest of public safety."

time of work of the employes, that it was useless to talk about its being an eight, hour learning the structure of the situation by rising from his chair and leaving the chamber.

Representative Greene of Vermont.

"When any body of men hold up
Congress and threaten a national calamity," he said, "it is time for us to
fix the responsibility for the act on under duress."

Representative Fess of Ohio characterized the measure as a "demand for increased wages and not eight-hourday legislation." He gave notice that he would vote against the bill.

Representative Cooper of Ohio teld the House that for twenty years he had worked in the engine cab and knew from personal experience what relired conditions were. The most

employers for better hours. The pro-posed legislation provides the only way to avert the strike set for Monday. The men are determined."

Senate Committee Labors

Most of Night on Program

to Avert Railway Strike

Following a straight nine-hour hearing yesterday, when all the larger inshippers—presented their sides of the controversy, the interestate commerce of the railroads named in section one of this act.

"The rate of wages and the hours of labor provided far in this act shall remain fixed for syrvice and pay until changed by the decision of the interestate commerce state commerce commission, which, controversy, the interstate commerce committee of the Senate continued in executive session until after 1 o'clock this morning, drafting the bill which is under consideration in the Senate

The only important difference between the committee bill as it nov stands and the Adamson measure is the fixing of January 1 as the effective date of the eight-hour provision and exempting railroads not over 100 miles ong and electric street and interurban

lines.
The proposed investigating commission would be called the "eight-hour-day commission," its members would be paid \$25 a day while serving and the appropriation for expenses would i \$50,000 instead of \$25,000, as propose

## n the Adamson bill.

Entire Program Discussed. In this night session the committee onsidered the various legislative pro osals before it, including the Presi dent's whole program, with its provisions for preventing strikes pending investigation and for the drafting of men o operate trains in case of military

necessity.

All day the House leaders had been declaring that these provisions never could be enacted, and near midnight it was learned that the Senate committee nad decided it would not be advisable to submit them at this time.

Senator Brandegee, a republican committeeman, expressed the opinion that the bill as outlined in committee could be passed by tonight passed by tonight. The Connecticut senator left the meeting after the committee had sent out for a supply of cigars and fruit and had settled down to make a night of perfecting the measure agreed upon.

#### Two Facts Stand Out.

Out of the nine-hour argument yesterday two facts stood out clearly. In the estimation of all affected parties Congress alone could prevent a strike and the public eventually must pay th bill for an eight-hour day with tenhour pay, which the trainmen demand The railroad executives and the shippers insisted that the strike order at least should be postponed, and the four brotherhood chiefs declared with equal vehemence it could not be. All sides apparently were more or less satisfied with the hearing, which had given them an epportunity to lay their cases before the public.

## Dramatic Scene at Hearing.

A dramatic scene, in which A. B. Gar reteon, spokesman for the trainmen and president of the Order of Railway Conductors, was the central figure, brought shortly before the taking of testimony

were powerless to stop the strike save

were powerless to stop the strike save by reporting a satisfactory settlement to their men. The question invariably was evaded, the replies being that Mr. Garretson would explain the situation before the hearing closed.

For almost an hour Mr. Garretson kept the crowd laughing with quaint expressions and humorous stories. When he had only three minutes left in which to speak, his brother presidents urged him to answer the question of power to postpone a strike. He suddenly became serious, stood erect, gazed at the celling for a moment and then began to speak.

"We have been asked," he said slowly, "if we have the power to defer this strike. It has been called for next Monday. I have the power to defer that date in my organization, but in the other organizations the situation is different. The heads of the other brotherhoods cannot call back the strike order.

# Cherishes Trust of Men.

"But here is where I stand. For years my men have trusted me. When I stood

started to speak, but choked. Apparently summoning all his strength, he threw out his arms, lowered his eyes to the crowd and in a low voice asked, "Can I face it?" and dropped into his

Not a person in the room moved for several seconds. Mr. Garretson relieved

# Urged to Do Two Things.

The views of the Chamber of Com merce of the United States were presented to the committee by C. F. Weed for the special committee on the railroad situation as follows:

"The Chamber of Commerce of the United States urges Congress at the present moment to do two things and

resent railroad controversy.

"2. To command the brotherhoods and the railroads to suspend all action in the nature of a strike or lockout pending such investigation.

"No facts are as yet established on which further action can be intelligently taken. y taken.
"The rights of the public are para-

mount.
"Equal justice to all parties can be secured without industrial warfare.
"The supreme duty of Congress is to protect the country from a disaster for which there can be no possible justification."

## Committee of Senate Favors **Eight-Hour Bill Authorizing**

I. C. C. to Fix Railroad Wages

With a provision authorising the interules of wages on railroads, the Senate interstate commerce committee today The Senate committee eliminated from the bill Senator Newlands' provision that the President should have power to transmit the report of the prop day commission to the interetate com-

an increase of freight rates to meet additional expenditures by the rai affected as may have been re-necessary by the adoption of the hour day."

The committee also agreed not to report any other than the eight-hour hill at this time, the general opinion being that permanent arbitration legislation and authority to the President to operate alleged for military numbers.

wages and hours of service, which would give it complete jurisdiction over the whole subject and power to revoke the proposed eight-hour basic

state commerce commission, which within a period of not less than six nor more than twelve rionths from the passage of this act, shall determine what are just and redsonable wages and what shall be the hours of labor for all mployes of the railroads above men

The in tate commerce commission in the interest of the power from time to time to change the hours of labor and the rate of wages for all employes of the railroads named in section one of this act, either in whole or in part, pre-scribed by it on its own initiative or the petition of the employes, the managers of the railroads or the public.

#### NO RUSH OF TRAVELERS AT THE UNION STATION

Officials There Hopeful, But Preparing to Meet a Strike if One Comes.

Union station presented no unusua

ber of returning Washingtonians today and last night was normal, according to officials of the station. The expected flocking home has not begun vet. Terminal officials are taking every

recaution to meet the strike situation. if it comes, but there was a general feeling among the officers there today that the big danger of the strike is over. On the other hand, those in charge of the station are taking no chances on being caught unprepared in the event of the strike, and are quietly augmenting the station police force. Extra police at the terminal will fare rell, if the need for them comes

## policemen for quarters in case strike should be long drawn out. SESSIONS ARE TO END.

There are tracks full of Pullman cars which will be turned over to the extra

Notre Dame Alumnae Take in Sights-Will Elect Officers.

Alumnae of Notre Dame Academy, 1 convention here, are to hold their final business session tomorrow morning, at Trinity College. The convention is to ose with a banquet at noon tomorrow The Capitol and State, War and Navy building were visited this morning, the party returning to Trinity College for luncheon. At 2 o'clock automobiles the hearing to a climax last night carried the alumnae through Rock Creek Park, Potomac Park and sub

urbs of the city.
Joseph E. Ralph, director of the bu-Throughout the day members of the committee at different times had asked the four brotherhood heads if they the host yesterday morning, providing reau of engraving and printing, was tack on a German trench before Nouva tour through the institution under his care. Later the Washington Monument and Treasury Department were visited. Last night a business session was held at Trinity College, at which Mrs. James A. Allen, Columbus, Ohio,

presided.

The place of meeting for next year is to be decided upon at the session tomorrow. Officers are not to be elected until next year.

# BY TEUTON FORCES

London Admits a Loss Near High Wood-Berlin Reports Gains.

# **FOUR TEUTON AEROS** SAID TO BE DESTROYED RAILWAYS TO TEST

French Also Claim to Have Carried Trench Between the Oise

and Aisne.

LONDON, September 1, 3:15 p.m.-Five uccessive attacks were made by German troops last night on British positions on the Somme front. The war office an nounced today that the Germans penetrated the British defenses on a small frontage at two points between Ginchy and High wood.

Four German aeroplanes were shot down yesterday on the Somme front and number of travelers today, despite the another war captured, the French war threatened railroad strike. The num- office announced today. French artillery was very active during the night in the

German troops on the Somme front in France yesterday as the result of a counter attack, says the German official statement issued today by the German army headquarters staff, regained the ground they previously had lost near Longueval and Delville wood.

#### British Announcement. The latest British announcement fol-

"Subsequent to his attempts to attack High wood, reported in last night's Ommunique, the enemy made a further counter attack vesterday afternoon and evening on a front of some three thousand yards between Ginchy and High wood. These counter attacks were pre-ceded by an intense bombardment on the front attacked and on each side

of it.

"Considerable forces were employed by the enemy. Five attacks in all were made. Four of these were driven back with heavy losses to the enemy. At the fifth attempt he succeeded in penetrating to our advanced trench line on a small frontage at two points only.

"To the north we successfully engaged several batteries east of Beauvrains, and caused a big explosion in that area. Gas was liberated by us in the Ypres salient with satisfactory results."

#### French Official Report.

The French announcement follows: "On the Somme front our artillery was active in the regions of Estreet and Soyecourt. Between the Oise and the Aisne we carried out a surprise at-

ron, taking some prisoners. "In Aprement forest the enemy made a weak and unsuccessful attack at Croix St. Jean. East of Le Pretre wood our curtain of fire defeated a surprise attack which the enemy was or-ganizing. The night was calm on the remainder of the front.

working hours of railroad employes.

No statements have come from railroad headquarters here regarding the employment of strikebreakers, but, according to the agencies which have been mustering these emergency workers, there are several thousands of them already in the city. Railroad officials say they are flooded with applications for jobs from former employes. September commutation tickets are on sale today, as usual at the begining of the month. Commutation books are sold, however, subject to interruptions of traffic due to a possible strike. The railroads are at work upon traffic Aeros Work Despite Mist. "Notwithstanding the prevalence of "Notwithstanding the prevalence of The railroads are at work upon traffic mist and clouds on the greater part of schedules to be put into effect if the

our front, our flying services were par-finade public before next week.

(Continued from First Page.)

Only Temporary Settlement.

"If the men accept the measure it

vill probably mean the postponement

Topeka and Santa Fe. "Such action.

however, will mean but a temporary

The embargo on freight announced

day, with the excepton of the Atchi-

son, Topeka and Santa Fe, which modi-

cept shipments of perishable merchan-dise to arrive at its destination later than Sunday. Livestock shipments are

excepted from the new order.

J. R. Koonts, general freight agent
n making the announcement, said

"Many shippers informed us they were willing to take the chances in ship-ping, in spite of the fact that a possible strike is scheduled to start next Mon-der were let."

day morning."

Presidents and vice presidents of twenty-three railroads with terminals in Chicago, have held daily meetings here for several days and it is announced that these conferences will be continued indefinitely.

Protest Against "Hasty Action."

NEW YORK, September 1.-Congres-

ional leaders have in their possession

oday messages forwarded by three

prominent New York organizations op-

strike." The chamber of commerce has

sent a resolution declaring that emergency legislation passed in advance of

complete study "will be fraught with a

The Merchants' Association protested

against action until Congress obtains

full information. The Bankers' Asso-

ciation sent a protest against action

by Congress fixing rates of wages and

working hours of railroad employes.

far-reaching and incalculable danger

o the whole body politic."

osing "hasty action to prevent a

settlement of present difficulties."

"On the Somme front four German

Open Pittsburgh Headquarters. achines were brought down. One of them, fired on with a machine gun at very close quarters by Warrant Officer Dorme, crashed to the ground near Manaucourt. This is the eighth machine brought down by this officer. The other three were brought down southest of Peronne. Two others fell in a damaged condition in the same region. "In the Champagne an aviatik, seriously damaged in an aerial encounter, fell inside the German lines north of Somme-Py. Another enemy machine was forced by the fire of our special guss to land northeast of Somme-Sulppes. The two aviators were captured. Finally, near Ricquebourg, a German machine landed within our lines on account of engine trouble. The passengers were captured."

PITTSBURGH. Pa., September 1.—In order to advise officials of the railroad brotherhoods in the Pittsburgh district should a strike be called, and to preserve perfect order, three of the higher officials of the trainmen's organizations opened headquarters here today and will keep in close touch with the numerous locals here.

Officials already here are Arthur J. Lovell of Logansport. Ind., vice president of the Brotherhood of Locomotive Firemen and Enginemen. C. R. Carlion of Louisville, Ky., chairman of the Brotherhood of Pennsylvania lines west of Pittsburgh, and D. D. Miller of Fort Wayne, Ind., chairman of the Brotherhood of Locomotive Firemen and Enginemen. PITTSBURGH, Pa., September 1.-In

Officials already here are Arthur J. Lovell of Logansport. Ind., vice president of the Brotherhood of Locometive Firemen and Enginemen; C. R. Carlton of Louisville, Ky., chairman of the Brotherhood of Railroad Trainmen of Pennsylvania lines west of Pittsburgh, and D. D. Miller of Fort Wayne, Ind., chairman of the Brotherhood of Locomotive Firemen and Enginemen.

ATLANTA, Ga., September 1.—Freight embargoes were in effect on many southern railroads today because of the threatened general strike of trainmen. On most of them perishable goods were barred, but on at least one EIGHT-HOUR-DAY LAW goods were barred, but on at least on the Atlantic Coast Line-no freigh was being accepted except that which could reach its destination by Sunday

deal with the governmental bodies, and especially those of the municipalities, they will also be making ample preparations to protect railway employes and property from every form of interference and violence." Unless new orders are issued the Nashville, Chattanooga and St. Louis will cease to accept freight of any kind after 6 o'clock tonight, and this action automatically will affect its smaller feeder lines. The Chesapeake and Ohio will decline shipments after midnight.

#### Refuse Perishable Goods.

The Southern railway today was ac cepting no perishable freight, and after E. P. Ripley, president of the Atchison, midnight no dead freight will be received. The Norfolk and Western was refusing perishable goods and accepting dead freight subject to delay.

The Tennessee Central road was receiving all freight subject to delay, and yesterday by every trunk line in the the Georgia, Southern and Florida will refuse shipments of any kind after mid-night. The Central of Georgia declined perishable goods, and has given notice that after tonight all freight will be ountry was not materially changed tofied the cabargo on perishable freight. Instructions went out from the general offices at Topeka, Kan., last night to aciable to delay.

Many of the smaller roads, whose mileage permits inovement of freight over the entire line within a day, have announced embargoes effective Sunday.

#### Cuban on Special Mission.

KEY WEST, September 1 .- Frederick W. Goding, American consul general at Guayaquil, will arrive here late today from Havana en route to Washington. as will Senator Manuel Auguria of Cuba, according to advices received here today. Senator Auguria was said to be on a special mission to Washing-ton, the nature of which was not dis-

Sutherland Heads Bar Association. CHICAGO, September 1 .- Senator Seorge Sutherland of Utah was elected resident of the American Bar Association for 1917 today, defeating by 4 votes Walter George Smith of Philadelphia. The vote was 26 for Senator Suther-land and 22 for Mr. Smith. Mr. Smith

#### Aviation Tests Off the Coast.

ATLANTIC CITY, N. J., September 1 -Lieut, J. C. Bellinger of the United States Army Aviation Corps today began a series of tests bearing upon the practical use of flying machines for poast guard patrol duty. He is using coast guard patrol duty. He is using a high-powered monoplane. This city has been designated by the War Department as the base from which the experiments will extend along the Atlantic coast.

## Struck on Head With Brick.

Raymond Barber, twenty-seven years old, of Congress Heights, was struck on the head with a brick by an unidentified person early this morning while at 3d street and Virginia avenue southwest. He received treatment at Emergency Hospital.

## THE BALTIMORE AND OHIO RAILROAD COMPANY. OFFICE OF THE PRESIDENT. BALTIMORE, MD.

August 31, 1916.

TO ALL OFFICERS AND EMPLOYES: The Locomotive Engineers, Firemen, Train Conductors and Brakemen employed on practically all the railroads in the United States, and acting in concert through their respective Brotherhoods, have sent out an order for a general strike to begin at 7 a.m., Monday, September 4, 1916. This action is to

support their demand for an eight-hour day and for time and a half overtime rates after eight hours. As you all know, it is quite impossible to so arrange the trains that they can always complete their trip inside of eight hours, even on the short divisions. This is also well understood by the men who have voted to strike, and their demands, if granted, would in effect mean nothing more nor less than giving them a very large increase in wages.

The men who operate the trains and engines ought to be well paid, and, in fact, they are. To grant their demands would cost the Baltimore and Ohio Company alone about \$4,000,000 per annum, a sum more than double the average yearly surplus or margin of safety the Company has earned, after payment of dividends, during the past five years.

The men involved in this movement number less than one-fifth of all the employes of the Baltimore and Ohio Company, and they now receive more than one-fourth of all the wages paid by that Company. If their present demands should be granted it would mean an increase to them of about 30 per cent, as nearly as we can estimate, and then one-fifth of our employes would receive more than one-third of the entire wages paid all employes of the Company.

While I believe that their demands are unfair and without justification and ought not to be granted, nevertheless the Baltimore and Ohio Company, in common with the other Railroad Companies, has offered to submit the whole controversy to arbitration, and has agreed to accept the award, whatever it may be-certainly no fairer proposition could be made. The men have refused, however, to submit their demands to arbitration and threaten to strike at once, and to do all they can in that manner to prevent the Company from carrying on its business unless their demands are granted, regardless of the effect of such action upon their fellow employes and upon the general public.

It has been my earnest desire to make the Baltimore and Ohio Company an efficient public servant, and also a good employer-a good Company to work for. Many of the men who have voted to support the strike and who have been ordered to leave the service in such a manner as to cause the Company the greatest possible embarrassment, have been in its employ the whole or greater part of their lives. Their relations with the Company, I think, have, upon the whole, been generally satisfactory, and it is difficult to believe that they should now be willing to take sides against it when the Company is entirely willing that all matters at issue, including even the eight-hour day, shall be submitted to arbitration. While it is impossible now to foresee what the final outcome may be, if a strike should actually take place, it is certain that such men, if any, as may conclude to leave the service in response to the strike order cannot expect that their relations with the Company in the future can ever again be quite what they have been in the past, with a long record of loyal and uninterrupted service to their credit.

This statement is simply for the purpose of making clear to all concerned the position of this Company and its willingness to arbitrate the matters in dispute. The action of the Company after the strike becomes effective, if it should finally take place, will depend wholly upon circumstances at that time. We shall naturally make every possible effort and use every possible means to operate the railroad and to perform the service which the public has the right to expect, and I sincerely hope that it will not be necessary to write across the record of any man the word "Disloyal."

> Daniel Willard. President.

BEST COPY AVAILABLE